

CHINA



MAIL.

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HONGKONG, FRIDAY, OCTOBER 19, 1877.

日三十月九年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. AGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill. GORDON & GORCE, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAKURAI DRAGON & CO., 160 & 164, Leadenhall Street.

NEW YORK:—ANDREW WIDM, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCE, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally:—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & CO., Square, Singapore. C. HEINSEN & CO., Malacca.

CHINA:—SWATOW, QUINCH & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HEDEN & CO., Shanghai, LANE, CRAWFORD & CO., and KIKKI & WATSON, Yokohama, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars. Reserve Fund, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq. Deputy Chairman—F. D. SARSON, Esq. E. R. BELLIOS, Esq. WILHELM REINERS, Esq. W. H. FORBES, Esq. ED. TOBIN, Esq. Hon. W. KESWICK, Esq. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Manager.

Shanghai, EYEN CAMERON, Esq. LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000. RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND, THE CITY BANK, THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Intimations.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underwritten with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong, August 1, 1877.

DENTAL NOTICE.

D. R. STOUT has returned, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Rooms, Ground Floor, Hotel de Ville, Office hours, 8 to 12 Noon and 2 to 4 p.m. Hongkong, September 22, 1877.

DENTAL NOTICE.

D. R. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONGKONG about the 15th of September, Hongkong, August 6, 1877.

Intimations.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. 46, Queen's Road Central, Hongkong, August 20, 1877.

NOTICE.

A. MILLAR & Co., PLUMBERS, AND GAS FITTERS, Queen's Road East, HONGKONG.

September 15, 1877.

IN THE GOODS OF JAMES SMITH FERRIES, Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S.S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIN at his address aforesaid, or to the Under-signed WILLIAM HENRY BREKTON, the Solicitor of the said JOHN FAIRBAIN, at the Office of the said WILLIAM HENRY BREKTON, 20 Queen's Road, Hongkong, on or before the 15th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIN has then had notice; and that the said JOHN FAIRBAIN will not be liable for the Assets or any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877.

WM. H. BREKTON, Solicitor for the said JOHN FAIRBAIN.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underwritten with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRE, Secretary, Hongkong, August 1, 1877.

HONGKONG RACES, 1878.

THE HONGKONG DERBY.—Sweepstakes of \$20 each, half forfeit if declared on or before the day of closing Entries, with \$100 added for 1st Pony, and \$50 for 2nd. For all China Ponies bred after date of Entry (1st February, 1878). First Pony, 70 per cent; Second, 20 per cent; Third, 10 per cent. Weight 10st. 7 lbs. One-mile-and-a-half. (Nominations close on THURSDAY, the 27th December, 1877, addressed to the Clerk of the Course at the Club).

By Order, DENIS CREAGH, Capt. 28th Regt., Clerk of the Course.

Hongkong, October 11, 1877.

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED. PIANOS ON HIRE, by the Month or Occasionally. PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LUDWIG and RUMER, Zeltz—Just Received from Germany, and specially constructed for this climate to the order of the Underwritten. Orders from any of the Outports in the East, will meet with prompt attention if addressed: CARE OF MESSRS LANE, CRAWFORD & CO., or "MESSRS GAUFF & CO."

A. HAHN, Hongkong, September 7, 1877.

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. HEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the Hongkong Hotel Company, Limited, who will supply any information required.

By Order of the Directors, LOUIS HAUSCHOLD, Secretary, Hongkong, September 18, 1877.

Intimations.

CONDENSED EGGS.

THIS NEW ARTICLE, recently placed upon the Market, consists simply of fresh-laid HENS' EGGS, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound.

The EGGS thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which EGGS are subjected when transported in the shell. So that, in point of fact, the CONDENSED EGGS preserved under the patent of A. R. DAVIS, furnish to the consumer, EGGS possessing more perfectly the properties of fresh-laid EGGS than those ordinarily supplied to any city.

The CONDENSED EGGS will heat up into light froth as readily as EGGS taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pastry, Puddings, Egg-Nog, &c., &c.

ECONOMY. For Hotels, and Restaurants, or for Families, or Vessels at sea, this Article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.

One Table-spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.

LAMBERT, ATKINSON & Co., Agents for Hongkong.

MUSTARD & Co., General Agents at Shanghai.

COSMOPOLITAN DOCKS.

THE Underwritten, until further notice, offer to REPAIR VESSELS, furnishing all Material and Labor, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

Iron SMITHS and SAILING VESSELS requiring Three Coats Paint or Tallow, Thirty Cents per Ton Register.

W. B. SPRATT & Co., Proprietors, Hongkong, October 10, 1877.

NOTICE.

OFFICE OF THE YANG-TSZE INSURANCE ASSOCIATION.

SHANGHAI, 8th October, 1877.

IN pursuance of a Resolution passed at the GENERAL MEETING of the ASSOCIATION held on the 5th July, 1877, a Return of Capital of ONE HUNDRED AND FIFTY TAIELS per SHARE will be made at the Office of the Secretaries on the 15th Instant, to Shareholders of record the 10th Instant.

Warrants will be delivered by the Underwritten to Shareholders, or their lawful Representatives on presentation of Share Certificates.

RUSSELL & Co., Secretaries, Hongkong, October 10, 1877.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN OF CAPITAL at the Rate of FIVE TAIELS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Underwritten to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.

By Order, RUSSELL & Co., Liquidators, Shanghai, October 2, 1877.

DEVOS' BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS' BRILLIANT" are stencilled on the cases, and the words "DEVOS' MFG CO. PATENT" are stamped on the top of the can.

THE DEVOS MANUFACTURING Co., 60 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

For Sale.

LAMBERT, ATKINSON & CO. HAVE FOR SALE, EX-STEAMSHIPS

"YORKSHIRE," "MADAGASCAR," "CITY OF TOKIO," &c., &c.

NEW SEASON'S (May) BUTTER. The First Shipment of Bisco & Co.'s Celebrated Cowbrand DANISH BUTTER.

In Tins of 1 lb. each, 60 Cents per lb. In Tins of 2 lb. each, 55 Cents per lb. In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of Cross & Blackwell's OILMAN'S STORES, and American Family MESS STORES,—As per their JULY Price List.

(All Stores sold by L. A. & Co. are of the Very Best Quality.)

Chappell & Co.'s New and Popular MUSIC and SONGS.

Very Superior California BLANKETS, 12/4 and 14/4.

California KNEE BOOTS. Dawson's Best London-made GENTLE-MEN'S BOOTS.

HORSE BLANKETS. Central and Pin-fire CARTRIDGE CASES.

Gun-Wads, PERCUSSION CAPS. BILLIARD TABLE CLOTHS. ROCKETS and BLUE-LIGHTS.

HOTH'S RUSSIAN ROPE and TARED LINES.

FISHING LINES and WHITE LINES, of all descriptions.

INDIA RUBBER SHEETS, and Insertion of all Sizes.

INDIA RUBBER and CANVAS DELIVERY and SUCTION HOSE.

Cabin Suspension LAMPS. Cabin CANDLESTICKS.

PENDERS and FIRE IRONS. Japanese TOILET SETS.

CARRIAGE LAMPS, and CARRIAGE CANDLES.

WATER FILTERS. Gossell's HAIR BRUSHES, TOOTH BRUSHES, and NAIL BRUSHES.

A Fine Assortment of DE LA RUE'S STATIONERY, BOOKS, NOVELS, WORKS OF REFERENCE, SCHOOL BOOKS, &c., &c., &c.

Hongkong, September 15, 1877.

MACWEN, FRICKEL & Co., have just Received an Invoice of AMMUNITION and SPORTING GEAR, Consisting of:—

CURTIS & HARVEY'S No. 3, Diamond Grain GUNPOWDER.

ELBY Bros' Thick and Thin FELT WADDINGS.

Do. CENTRAL FIRE CAPS.

Do. CARTRIDGE CASES, Green and Brown.

Geo. BURNS' PATENT SHOT, specially hardened.

CARTRIDGE LOADERS, RECAPERS.

STRING BARREL CLEANERS. POWDER and SHOT MEASURES.

Hongkong, October 16, 1877.

FOR SALE.

SHAMEN CANTON.

THE Desirable PROPERTY known as Lot No. 48, consisting of Commodious DWELLING HOUSE, OFFICES and SILK GODOWN.

For particulars, apply to G. M. SMITH, Canton.

October 15, 1877.

FOR SALE.

CHAMPAGNE 1874, HEIDSIECK & Co.'s MONOPOLE.

Hongkong, October 2, 1877.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co., Hongkong, June 22, 1876.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "DOUGLAS."

Captain G. D. PITMAN, will be despatched for the above Ports on SUNDAY, the 21st Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPHRAIR & Co., Hongkong, October 16, 1877.

FOR COOKTOWN AND SYDNEY. (Taking Cargo at through rates for all Australian and New Zealand Ports.) The Steamship "OCEAN."

will load as above, and be despatched on or about the 1st of November.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents, Hongkong, October 4, 1877.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE," Comdt. MONTEMARY, will be despatched for SHANGHAI on SATURDAY, the 20th Inst., at 2 p.m.

H. DU POUY, Agent, Hongkong, October 18, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANAI," Comdt. LA MARCELLE, will be despatched for YOKOHAMA on SATURDAY, the 20th Inst., at 5 p.m.

H. DU POUY, Agent, Hongkong, October 18, 1877.

Shipping.

Steamers.

STREAM TO BOMBAY. The P. & O. S. N. Co.'s S.S. "ADRIA."

will leave for the above place on or about the 1st Proximo.

ADAM LIND, Superintendent, Hongkong, October 18, 1877.

FOR HOIHOW.

The Steamship "HOLYWOOD," shortly expected, will have quick despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co., Hongkong, October 18, 1877.

Sailing Vessels.

FOR MANILA. The Spanish Brig "CONSTANCIA," Captain GONZALEZ, will be despatched for the above Port on or about the 26th Instant.

For Freight or Passage, apply to SIEMSEN & Co., Agents, Hongkong, October 16, 1877.

FOR NEW-YORK.

The A. 1 British Ship "ISLES OF THE SOUTH," DENNETT, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co., Hongkong, October 10, 1877.

FOR NEW-YORK.

The A. 1 British Bark "ABERLADY," J. NICOLL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co., Hongkong, August 19, 1877.

FOR NEW-YORK.

The A. 1 British Bark "GRASSER," HASTINGS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co., Hongkong, August 16, 1877.

FOR LONDON.

The * A. 1 100 years splendid British Clipper Ship "SYDENHAM," A. MILLAR, Commander, will have quick despatch for the above Port.

For Freight, apply to VOGEL, HAGEDORN & Co., Hongkong, September 27, 1877.

FOR LONDON.

The A. 1 British Bark "GEO. OROSHAFF," Geo. LIVING, Master, will have early despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co., Hongkong, July 28, 1877.

FOR SAN FRANCISCO.

The S/S L. I. German Ship "GILATEA," JACOB, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co., Hongkong, September 10, 1877.

FOR SAN FRANCISCO.

The A. 1 British Ship "JUBILEE," J. HARRIS, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co., Hongkong, September 1, 1877.

FOR HAMBURG.

The A. 1 British Bark "LORD MACAULEY," Capt. MONTEMARY, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co., Hongkong, July 20, 1877.

Shipping.

Sailing Vessels.

FOR MELBOURNE & SYDNEY. The A. 1 British Bark "CHOCOLA," Capt. KENNEDY, having most of her Cargo engaged, will have quick despatch as above.

For Freight, apply to ROZARIO & Co., Hongkong, October 16, 1877.

FOR MANILA.

The Spanish Schooner "NUEVO CONSTANTE," Capt. J. URIARTE, will be despatched as above on or about the 25th Instant.

For Freight, apply to REMEDIOS & Co., Agents, Hongkong, October 16, 1877.

FOR LONDON.

The 100 A. 1 British Bark "WOODVILLE," T. E. NELSON, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co., Hongkong, September 28, 1877.

FOR NEW-YORK.

The A. 1 American Ship "H. S. SANDFORD," A. SKEFFES, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co., Hongkong, September 28, 1877.

FOR NEW-YORK.

The A. 1 British Bark "CHINAMAN," Capt. A. MACKENZIE, will load here, and have quick despatch for the above Port.

For Freight, apply to DOUGLAS LAPHRAIR & Co., Agents, Hongkong, October 6,

NOTICES TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenfinlas* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Underigned, whence delivery may be obtained. Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 2 p.m. To-day. Cargo remaining undelivered after the 23rd instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Agents.

Hongkong, October 16, 1877. cc28

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE S. S. *Radnorshire* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of Messrs NORZON & Co., Duddell Street, whence delivery may be obtained. Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 5 p.m. To-day. Cargo remaining undelivered after the 24th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by H. KLER & Co., Agents.

Hongkong, October 17, 1877. cc24

COMPAGNIE DES MESSAGERIES

MARITIMES.

S. S. AMAZONE.

NOTICE.

CONSIGNEES of Cargo per S. S. *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 18th inst., at 11 a.m., requesting it to be landed here. Bills of Lading will be countersigned by the Underigned.

Goods remaining undelivered after Wednesday, the 24th inst., at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected. H. DU POUEY, Agent.

Hongkong, October 17, 1877. cc24

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense. No Fire Insurance has been effected. H. DU POUEY, Agent.

Ex Yangtze, 18th September, 1877.

S. P. 148 bags Stone, from Madras.

Ex Ava, 30th September, 1877.

W (in heart) No. 21/40, 20 cases Mer's.

MF & Co. (in dia) No. 1/10 10 " "

R.H.H. " " " " " " " " " " " "

FB & Co. (in dia) " " " " " " " " " " " "

T (mond) " " " " " " " " " " " "

Total, 32 Packages.

Hongkong, October 5, 1877.

NOTICE TO CONSIGNEES.

S. S. ESERALDA, FROM

MANILA.

CONSIGNEES of Cargo per above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Underigned. No Fire Insurance has been effected. A. MACG. HEATON, Agent.

Hongkong, October 18, 1877.

GERMAN BARK MARCO-POLO,

FROM HAMBURG.

CONSIGNEES of A.M. 37/71 85 cases Merchandise, via Hongkong, are hereby informed that the same have been landed and stored at their expense and risk. No Fire Insurance has been covered. WIELER & Co., Agents for Bark Marco Polo.

Hongkong, October 17, 1877.

BRITISH BARQUE MELBEEK,

FROM LONDON.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. ARNHOLD, KARBURG & Co., Agents.

Hongkong, October 15, 1877.

GERMAN BARK MARCO-POLO,

FROM HAMBURG.

CONSIGNEES of Cargo by the above Vessel are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. WIELER & Co., Agents.

Hongkong, October 12, 1877.

Intimations.

PHOTOGRAPHER.

H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. *Tigre*, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

To-day's Advertisements.

FOR HOIHOW & HAIFONG.

The Steamship "ALBA" Capt. F. ASHTON, will be despatched for the above Ports on SUNDAY, the 21st instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co. Hongkong, October 19, 1877. cc21

FOR NEW YORK.

The A. 1 American Barkentine "ABIE ABBOTT," J. CHASE, Master, will load here for the above Port, and have early despatch. For Freight, apply to RUSSELL & Co. Hongkong, October 19, 1877. cc19

BRITISH BARQUE ELMSTONE,

FROM LONDON.

CONSIGNEES of Cargo per above Vessel are hereby requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery of their Goods. Cargo impeding discharge of the Vessel will be landed and stored at Consignees' risk and expense. DOUGLAS LAFRAIK & Co., Agents.

Hongkong, October 19, 1877.

S. S. HOLYROOD.

CONSIGNEES of Cargo by the above named Steamer are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods. Cargo impeding discharge of the Vessel will be landed and stored at owner's risk and expense. RUSSELL & Co., Agents.

Hongkong, October 19, 1877. cc23

ANTONIO OLONA, Deceased.—Pursuant

to an Order of the SUPREME COURT of Hongkong made on the Eighth day of October in the year of our Lord One Thousand Eight Hundred and Seventy-Seven, on the Petition of MARIA MARTINEZ PAULETTE OLONA, the Widow of the said ANTONIO OLONA, and a Legatee of and under the above-named Will instituted in the above-named Masters, preferred unto the Hon. Sir JOHN SMALLE, Knight Chief Justice, the CREDITORS of the said ANTONIO OLONA late of Manila in the Philippine Islands who died in Hongkong on or about the Tenth day of January, One Thousand Eight Hundred and Seventy-Two, may on or before the Eighth day of December, One Thousand Eight Hundred and Seventy-Seven attend personally and furnish particulars of their DEBTS or CLAIMS to the Honorable CHARLES BUSHE PLUNKET, the Registrar of the said Supreme Court, Hongkong, after which day the said CHARLES BUSHE PLUNKET will proceed to distribute the assets of the deceased among the parties entitled thereto. SATURDAY, the Eighth day of December, at 11 o'clock in the forenoon, at the Supreme Court House, is appointed for hearing and adjudicating upon Claims.

Dated this 8th day of October, A.D. 1877.

C. B. PLUNKET, Official Trustee.

MANILA.

THE Undersigned has This Day OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPER, situated on the MOLE, facing the Bay. Fresh Provisions and Water supplied on the shortest notice. EDWARD VERRILL, Manila, September 12th, 1877.

HOTEL DE L'EUROPE.

On the MOLE, near the Harbour Master's Office, and within Ten Minutes' walk of the Merchants' Offices. TABLE D'HOTE, BATHS, BILLIARDS, &c. EDWARD VERRILL, Proprietor.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ABERLADY, British barque, Capt. Nicoll. Jardine, Matheson & Co. CREATION, American ship, Captain W. Lull. Slomason & Co. WOODVILLE, British barque, Captain Nielsen. Wm. Pustau & Co. ALEXANDER, British barque, Captain G. Cunningham. Wieler & Co. CANTERBURY, British ship, Captain E. Shrewsbury. Wieler & Co. MELVILLE, German barque, Captain Th. Pfeiffer. Melchers & Co. DARTMOUTH, British barque, Captain Robertson. Order. FEANTOWER, British steamer, Capt. J. H. von Bergen. Chinese. DANUBE, British steamer, Capt. Glendy. NORWICH STAR, British barque, Capt. J. Wortley. Wieler & Co. TRILO, Dutch barque, Capt. T. Westerveld. Slomason & Co. COLORADO, American ship, Captain Ingraham. Russell & Co. VESTA, German barque, Captain Dicks. Melchers & Co.

To-day's Advertisements.

HONGKONG RACES, 1878.

GENTLEMEN having Suggestions to Offer or Presentations to Make for the coming Race Meeting are invited to communicate with the Clerk of the Course on or before SATURDAY, the 27th instant.

By Order, D. CREEGH, Clerk of the Course.

Hongkong, October 19, 1877. cc28

THE BRITISH BARK LORD OF THE

ISLES, FROM LONDON.

CONSIGNEES of Cargo by the above named Vessel are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. MEYER & Co., Agents.

Hongkong, October 19, 1877. cc28

Charter Effectuated.

The following charters have been effected during the last few days:—

British bark *Ides* of the South, 820, hence to New York, private.

British bark *Leon Crespo*, 688, Amoy to Melbourne, private.

German bark *Canton*, 373, hence to Haiphong and back, 23 cents per picul.

British steamer *Golden Horn*, Haiphong to Hongkong, 18 cents per picul, 14 day days.

German steamer *Atlantis*, Swatow to Singapore (Passengers), \$8 per head, 10 day days.

German steamer *Madagascar*, 884, Swatow to Singapore, passengers \$8 per head, 11 day days.

Dutch steamer *Java*, hence to Singapore, \$3,500 in full.

British steamer *Dale*, 644, Monthly charter, 2 months, \$5,000 per month.

British bark *Lucia*, 640, left for Manila with original cargo of Coal.

American 3-m. schooner *Abel Abbott*, 580, hence to New York, private.

British bark *Chocoma*, 248, hence to Melbourne and Sydney, private.

British bark *Mansemer Garnmutz*, 199, hence to Melbourne and Sydney, private.

Danish 8-m. schooner *Aarhus*, 256, Fookchow to Adelaide and/or Sydney and/or Melbourne, private.

British bark *Northern Star*, 827, hence to Haiphong and back, \$2,200 in full, 30 day days.

British bark *Brisbane*, 394, hence to Haiphong and back, \$1,900 in full, 30 day days.

German bark *Batavia*, 368, hence to Sourabaya, 25 cents per picul, 60 day days.

Russian ship *Jalo*, 1365, hence to Saigon and back, \$6,000 in full.

SHIPPING.

ARRIVALS.

Oct. 19, *Perambuco*, British steamer, 643, Hyderabad, Oct. 14, Salt.

Wm. FUSZAR & Co.

Oct. 19, *Fuyew*, Chinese steamer, from Canton.

Oct. 19, *Holyrood*, British steamer, 333, H. Moreton, Haiphong Oct. 14, and Haiphong 16, General.—RUSSELL & Co.

Oct. 19, *Elmstone*, British barque, 693, Henderson, London June 9, General.—DOUGLAS LAFRAIK & Co.

Oct. 19, *Shen-chi*, Chinese gunboat, 180, Wade, from a cruise.

Oct. 19, *Evening Star*, British barque, 871, Chas. Asburn, Haiphong Sept. 12, Rio.—BOZENO & Co., LIMITED.

Oct. 19, *Vesta*, German barque, 302, R. Dicks, Quinhon Sept. 26, General.—MELCHERS & Co.

Oct. 19, *Patriarch*, American barque, 582, Phelon, Higo Oct. 7, Rio.—ORDEN.

Oct. 19, *Lord of the Isles*, British barque, 317, J. Watt, London June 19, General.—MEYER & Co.

DEPARTURES.

Oct. 19, *Yangtze*, for Marseilles, &c. 19, China, for Calcutta.

Oct. 19, *Glenfinlas*, for Shanghai.

Oct. 19, *Benevalda*, for Amoy.

Oct. 19, *Juan*, for London, &c.

CLEARED.

Kim Soon Hoat, for Bangkok.

Gustav Adolph, for Chiofoo.

Glavica, for Shanghai.

Ulysses, for London via Singapore.

Fuyew, for Shanghai.

Gold Hunter, for New York.

Humboldt, for Chiofoo.

Star Queen, for Singapore.

Jalo, for Saigon.

PASSENGERS.

ARRIVED.

Per *Holyrood*, from Haiphong, 13 Chinese.

Per *Vesta*, from Quinhon, 21 Chinese.

DEPARTED.

Per *Yangtze*, for Sal, on 6 Chinese; for Singapore, Mr. and Mrs. E. Manuel, and child; for Naples, Mr. Butler; for Marseilles, Messrs. Howie, Robertson, Rayner, Emilio de Perera, Mr. and Mrs. de Kaland, and Mr. White.—From Shanghai: for Marseilles, M. Schutt and child; Messrs. Georges Maltrean, Goodfellow, Gerard, and Mrs. A. Mr. and Mrs. Arnet; for Medan, Mr. Edal; for Marseilles, Messrs. Petit, O. Glosche, Mayeda, Kavo, Ughis, Schmidt, Ohlshelton, Lambont, Ferrero, Pigeon, Kialai, S. Kesaburo, Rishiyoma, Kakamoto, Takano, and Tsuruya, Mr. and Mrs. Bandi, Mrs. Rappart and 6 children, Mrs. A. Grubel, Mrs. England and child.

Per *Glenfinlas*, for Shanghai, Mr. R. T. Orlington, and 7 Chinese.

Per *Benevalda*, for Amoy, 4 Europeans, and 200 Chinese.

TO DEPART.

Per *Glavica*, for Shanghai, 1 European, and 20 Chinese.

Per *Ulysses*, for Singapore, &c., 6 Europeans, 15 Chinese, and 3 Distressed Seamen.

Per *Fuyew*, for Shanghai, 40 Chinese.

Per *Star Queen*, for Singapore, 15 Chinese.

SHIPPING REPORTS.

The British steamer *Perambuco* reports: Strong N.E. winds throughout the passage. The British steamer *Holyrood* reports: Hard gales from N.W. with cloudy weather and heavy head sea throughout the passage. The British barque *Elmstone* reports: Light airs, calm and fine weather to the Straits, from thence to this port strong N.E. gale, and heavy rain. Spoke the

Three Brothers bound for Hongkong, in lat. 9.51 N., long. 110.52 E. The German barque *Vesta* reports: Calms and N.E. winds throughout the passage.

CARGO.

Per S. S. *Yangtze*, sailed 19th October, 1877.—For Continent, 2,818 bales Silk, 94 bales Waste Silk, 79 bales Cocoons, 202 cases Silk Worms Eggs, 25 chests Tea, and 1,225 pkgs. Sundries. For London, 690 bales Silk, 10 bales Waste Silk, 67 cases Pongees, 87 cases Silks, 607 chests, 1,004 half-chests, 10,928 boxes and 561 pkgs. Tea, 1 case Treasure (12,500), and 704 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SAIGON.—Per Ship *JALO*, at 11.30 a.m. To-morrow, the 20th inst.

For SHANGHAI.—Per *AMAZONE*, at 1 p.m. on Saturday, the 20th inst. Late letters received from 1.10 to 1.30, with 18 cents late fee.

For HAIPHONG.—Per Barque *FLODDEN*, at 1.30 p.m. on Saturday, the 20th inst.

For SHANGHAI.—Per *FUYEW*, at 1.30 p.m. To-morrow, the 20th inst.

Per *RADNORSHIRE*, at 1.30 p.m. To-morrow, the 20th inst., instead of as previously notified.

For NEW YORK.—Per Barque *ABERLADY*, at 3.30 p.m. on Saturday, the 20th inst.

For YOKOHAMA.—Per *TANAI*, at 4.30 p.m. on Saturday, the 20th inst.

For BANGKOK.—Per *DANUBE*, at 4.30 p.m. on Monday, the 22nd inst., instead of as previously notified.

For HOIHOW & HAIPHONG.—Per *ALBA*, at 5 p.m. To-morrow, the 20th inst.

For SWATOW, AMOY & FOCHOW.—Per *DOUGLAS*, at 5 p.m. on Saturday, the 20th inst.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *CITY OF PEKING* will be despatched on WEDNESDAY, the 24th October, with Mails for Japan, San Francisco, and the United States, which will be closed as follows, instead of as previously notified:—

11 A.M. Registry of Letters ceases.

11.30 A.M. Post Office closes.

11.30 A.M. Correspondence for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

11.50 P.M. when the Mail is finally closed. Hongkong, October 8, 1877. cc24

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *GEELONG* will be despatched with the Mails for Europe, &c. on THURSDAY, the 25th instant.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 24th inst.—

5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the Night Box, which remains open all night.

Thursday, 25th inst.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 A.M., Letters may be posted with LATE FEE of 13 cents extra to Postage till

11 A.M., when the Post Office Closes entirely. Hongkong, October 12, 1877. cc25

MAILS BY THE FRENCH PACKET.

The French Contract Packet *AFRICA* will be despatched from Hongkong on THURSDAY, the 1st November, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *PAID TO GALLE* if they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 31st instant.—

5 P.M., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 1st November.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closes except for Late Letters.

11.10 A.M., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 A.M., when the Post Office Closes entirely. Hongkong, October 19, 1877. cc1

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *OCEANIC* will be despatched on THURSDAY, the 8th November, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M., Registry of Letters ceases.

2.30 P.M., Post Office closes.

2.30 P.M. Correspondence for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 P.M. when the Mail is finally closed. Hongkong, October 19, 1877. cc2

The Royal Hibernians, we understand, were to have left for Calcutta yesterday, but are unfortunately detained on account of the serious illness of Mr Ling Look. Mr Kellar performs at the Lusitano Theatre to-morrow evening.

The Supreme Court will sit on Monday in two divisions in order to push through the business of the Criminal Sessions. Two Juries will, therefore, be required; and Mr Haylar, Q.C., will officiate for the Attorney General in one of the sittings of the Court.

In summing up in the case of the two men charged with stealing the sum of 4500 cash in the Central Market, His Lordship said this was the first time that any shopkeeper in this Colony had ever been charged with robbing another. This, he thought, was much to the credit of the Chinese.

The Estimates for this Colony for the year 1878—which are much behind time this year—are said to have already been some time before the Financial Committee. A sharp correspondence passed a few years ago between the authorities here and those of the Colonial Office concerning the delay of the Estimates; and really two months appears to be a very short time indeed in which to discuss, approve of, send home, obtain sanction for, and receive back—the Budget for the Colony.

INQUEST.

The adjourned inquest on the body of the woman Aso, who was killed by falling down a smoke-hole while escaping from the pursuit of an Inspector of Brothels, who entered this house on the night of the 15th inst., was resumed this afternoon by the Coroner.

The son of the deceased was examined. He heard that his mother had died from falling down. He knew the deceased was his mother because he identified the clothes she had with her, also a foot measure. Her name was Fong Ase, and she was aged 37 years. The object of examining this witness was to identify the body.

Inspector Lee was re-examined.—I did not get any standing orders from Mr Whitehead when he was appointed Acting Registrar General; the standing orders I referred to were those I was told by Mr Petersen, who was then Chief Inspector of Brothels, and these orders were that any house which I suspected to be an unlicensed brothel, if I could get any man to go in to stop the night there, I could go myself into the house and take the women into custody.

The cases were tried by the Registrar General. I have adopted this course ever since the ordinance was passed, when Petersen was then Chief Inspector. Soon after I joined, there was a case in which I inspected a house, and on entering it the people in the house themselves broke the doors and accused me of having broken them. Mr Smith, who was then Registrar General, said we were not to break into any house, but only to enter it. It has never been the custom to report to the Registrar General when we have reason to suspect a house of being an unlicensed brothel, and then to get his authority to enter it. When we suspected any house but had failed to get positive evidence, and where suspicion still existed, it was then that we reported to the Registrar General, who would summon the person concerned before him and enquire into the matter. If nothing was proved the party would be discharged.

The Coroner here remarked that according to the wording of the ordinance, the Registrar General was placed in the awkward position of being judge and prosecutor, because he had to give instructions to prosecute the house and then to sit as Judge to try the case. This state of things was only recently changed.

At the suggestion of a Juror the Coroner asked witness if there had been a change in the procedure against sly brothels since the transfer of the jurisdiction. He replied that there was none. There was no standing order about the engagement of informers, but (continued the witness)—We have been told that we were to engage men even at \$5 each. These expenses are paid from the Secret Service Fund. We made out the bills, the Registrar General signed them and they were sent to the Captain Superintendent of Police and paid out of the Secret Service Fund. The Chinese Interpreter is to be responsible for the Chinese witnesses. I had only authority to go to No. 258 Queen's Central, and not to No. 9, 3 Lyndhurst Terrace. I have none and I don't know if Mr Whitehead had any.

A Juror: In previous cases, have you had to chase people on the roofs of houses? Answer: Yes, we have frequently chased people who live on top floors over roofs, and we have pursued them in some cases for more than twenty houses, and I have never met with an accident.

A Juror: In the ordinary course of procedure in regard to brothel cases before the Registrar General, I presume in cases where the pursuit of women over roofs had occurred, that that fact would transpire.

Answer: Yes, it would.

A Juror: Have you ever been told that such pursuit was illegal?

Answer: I have not. I beg to refer to a case which occurred in November last against the occupant of house No. 3 Lyndhurst Terrace, which came before Mr May. The woman there got out of the window and escaped through the ledge which was only six inches wide. I have had another case before the Registrar General, where a woman jumped out of a window and broke her leg. I was never told that I was not to do so again.

Mr H. E. Wedekind, Acting Registrar General, was examined.—I have been acting Registrar General since July last. I have heard that No. 258 Queen's Central was a suspected house. I instructed Mr Whitehead to take steps to see if he could catch that house. I got the information from outside sources about this house, and I had then suspicion against it. I did not give any instructions regarding house No. 9 Lyndhurst Terrace that morning. I cannot say whether I had given any instructions regarding it at any time; it is possible that the house might have been reported to me. As regards No. 43 Peel Street I know nothing about it.

Since I have been Acting Registrar General, there has been no fresh order issued as to the mode of getting evidence or entering houses.

The Coroner said the Ordinance gave power to the Registrar General and Captain Superintendent of Police only to enter houses, or they might depute others, but in that case they must have reason grounds for suspecting houses. The Ordinance did not confer general power to Inspectors of Brothels to enter; the power of entry should be exercised with discretion, and it would not do for any general orders to be acted upon.

Witness continued.—The practice is for the Chief Inspector to report to the office what houses are suspected and then instructions would be given to try to get evidence.

Coroner: Is it a condition precedent that a report should be made before a house is entered?

Witness:—The practice is to report houses, but as to entering houses, it is left to the Inspector's discretion. The entry of the house 42 Peel Street between 12 and 1 o'clock at night would be against the usual practice, but would not be against any rule that I am aware of.

The Coroner said if it had been the practice to report houses, the entry of No. 42, of which Inspector Lee himself said he had no suspicion before, and of course the Registrar General had none himself, the entry would be against the usual practice, and consequently illegal.

Witness:—I would consider that from what I know of the working of the office, the Inspector might consider himself at liberty to enter an unlicensed brothel without authority of the Registrar General.

Inspector Lee said in August last, he had entered three houses, and they were reported after they had been entered.

By a Juror:—There is no record kept in the office of the reports made by Inspectors before entering houses.

A Juror: Is the Inspector at liberty to enter any house at his discretion in the Colony without previous authority from the head of his department?

A desultory conversation here ensued, and witness eventually replied that from the practice of the office, great discretion was left in the hands of the Inspectors.—The Registrar General could not know the character of such houses; he had to depend on Inspectors. No record of entry of houses was kept in the office unless there was a prosecution. A house might have been entered without evidence having been obtained, and no prosecution resulted; such entries would not have been recorded.

Inspector Whitehead was called.—I am Chief Inspector of Brothels. Since I have been in the Department, I have been always using my own discretion in entering houses suspected of being unlicensed brothels. I have been in the Department since 3rd March 1874. I have reported No. 9 Lyndhurst Terrace to the Registrar General and was told to enter it. This was some considerable time before the entry was actually made. I would consider myself justified in entering a house whether I had previously reported it or not. No exception has ever been taken of my so entering. This practice has been in existence since I joined the Department. It is the practice for me to make a general report of houses to the Registrar General when instructions are given to get at them.

A Juror: Is it the practice with you to provide money through your interpreter for outside men to treat these women for the purpose of receiving a conviction against them?

Answer: Yes, it is. The money I provide comes back to me from the Secret Service Fund.

The Coroner said of course it was not supposed that the Inspector would incur such expenses out of his own pocket. He need not fear of being accused of that generosity.

Low Aye, the girl caught in the house, 42 Peel Street, was giving evidence when we went to press.

Police Intelligence.

(Before the Hon. C. May.)

October 19, 1877.

A DRUNKEN "CELESTIAL."

Yik Kum Mul, a coolie, was arrested for being drunk in Third Street, Salyngpoon. He had a knife in his hand and some samshu bottles. He dashed these bottles on the ground. The defendant admitted that he was drunk, but he took to drink because his aunt had been beating him. Fined 50 cents.

DRUNKENNESS.

Wm. Callerton, seaman British ship *Harbinger*, was fined 50 cents for being drunk. He was to pay 10 cents chair-hire.

Olaus, seaman British barque *Brisbane*, was similarly treated for a similar offence. In default of the penalties, he went to Gaol for one day.

Richard Leslie and Robert Lee, seamen British barque *Melrose*, were fined 50 cents each for the same offence.

UNLAWFUL POSSESSION.

Keung Ahop, coolie, was fined \$3 for having on a pair of trousers which were stolen from the Government School at Aberdeen.

PETTY THEFT.

Chun Afco, a coolie, was sent to three months' hard labour for stealing a pair of trousers from a coal-coolie residing at Wai-chai.

LARCENY.

Wong Ang and Lum Akwan were charged with stealing a quantity of rice from the Wai Fong rice shop. The 1st defendant was found a quantity of uncooked rice. It was found to be given to her by the 2nd defendant, the cook of the Kwang Kai rice shop, but there was no evidence to support her statement. She was consequently sent to two months' hard labour, and the 2nd was ordered to find security in \$25 for three months.

LARCENY.

Chun A-ming, a hawk, and Wong A-sow, unemployed, were again brought up to answer the charge of having a box in their possession in which there were several suspicious articles, amongst which were four table napkins with "V. R." on them, which were supposed to be property stolen from the Government. Low Loong, a present one of the chair-coolies to the Surveyor General, however, identified the box as his property. Witness was formerly chair-coolie to Mr. A. E. Travers, then private Secretary to Mr. E. the Govern-

nor. The box was stolen from him on the 11th October in a stable at Arthur Road. The prisoners were committed for trial.

LARCENY OF A COCOA-NUT. Lum Afco, a stone-cutter, was charged with stealing three cocoa-nuts from the Kwong Sen Leung fruit Lan. The prisoner was committed for trial.

LARCENY. Ng Akwai, a blacksmith, was sent to six months' hard labour for stealing an ear-ring from a child at Yow-mah-tee.

THE ALLEGED BRUTAL ASSAULT. Capt. Henry Morton, of the British barque *Onward*, was again brought up before Mr Russell to answer the charge of assaulting his wife, Kate Morton, and firing two shots at her.

Mr D. R. Crawford, of the firm of Lane, Crawford & Co., agents of the ship, appeared. The Magistrate addressing him said this was a case which he could not allow to be withdrawn, as it was a serious affair. It might be a convenience to the Captain, the owners of the ship or the agents that the case should be withdrawn, but this was a case where a public offence had been committed, and his Worship must investigate into it. It was not one of those cases which he could allow to be withdrawn. The wife had several informations in which she said several shots had been fired over her head, and an officer of police who went on board had informed the Court that a panel of the cabin bore marks of shots, and these were the facts stated in the information were substantiated, the case would have to be committed for trial.

Mr Crawford said the defendant might have had no intention whatever of firing at his wife.

The Magistrate said even if the shots were not fired with the intention of killing her, still it was a wanton shot, and the shots might have injured somebody else.

His Worship then told the defendant the position he was in. He was brought up yesterday on the complaint of his wife, but he was then so excited both from drink and his feelings, that his Worship did not think he was in a fit state to be allowed to make a statement, and he was remanded to gaol that he might be in a better state to answer the charge. The Magistrate then read the information, and observed that Mr Crawford, having seen the defendant and his wife, had applied to him to allow the case to be withdrawn, stating that he had arranged that the wife should go back to Australia and the defendant on board his ship; but this was a serious matter, and his Worship could not allow it to be settled in that way.

Mrs Kate Morton was then examined.—I am the wife of the defendant. I was married to him at Sydney two years next December. I am a native of Ireland but he brought me up in Sydney. We were married on 15th December 1875. The defendant was then the mate of a ship. On the 23rd December 1875, he left me in Sydney. I remained there and he sent for me at Sydney to come to Hongkong to meet him. We have been corresponding regularly since he left me. I arrived here on the 8th August, having left Sydney in July. I went as far as Singapore, and then came up in the *Thales*. On the 18th August the defendant came with his ship into the harbour. I went to stop at the Hongkong Hotel; by the defendant's instructions, if he or Mr MacDonald of the Slip at West Point did not meet me on board the steamer. He had also written to me to inform Mr MacDonald of my arrival.

So Mr MacDonald came to see me on the 9th, and on the following day the defendant came to see me at the Hotel. I went up to Mr MacDonald's house, to spend the evening, and he took me back to the Hotel. He had arranged that I was to live in Mr MacDonald's house, but owing to change of residence he could not accommodate me. I went on board the defendant's ship on the 10th with the defendant. I came ashore again the next morning, went to the Hotel and removed all my things on board. I remained there after that till the night of the 14th (Sunday), when I was obliged to leave the ship about 8 or 9 o'clock, in consequence of the defendant being under the influence of drink. He was very drunk and beat me. He accused me of many things. I then went to Mr Anthony's house. A doctor was sent for to come to see me. My husband sent me a note on Tuesday by the mate of the ship, stating that he was sick and that he wanted to see me. I have not that note with me. I went on board with the mate. I found defendant suffering from the effects of drink. He asked me to stop and promised me that he would not ill-treat me. On Wednesday the defendant came ashore; I remained on board. He came back shortly afterwards and went ashore again. Between 12 and 1 o'clock that night I had to make my way from the ship because the defendant struck me with his fists. He drove me out of bed. After getting up from the floor, he got hold of me and fired two shots over me from a small pistol; he had two of them on board. He went to the cupboard to fetch the revolver. The cupboard was in the cabin. He was very close to me and said he would shoot me. He pointed the pistol towards my left ear and said, "I'll shoot you if you do not answer me the question I have asked you." I answered the question, and he said it wasn't true and that he would shoot me. He then fired one shot and it passed over my head.

At this stage his Worship asked the Representatives of the Press to withhold from publishing any of to-day's proceedings, as so far the enquiry was only a preliminary, and it might prejudice the defendant's trial at the Supreme Court. In a small place like this, the newspapers were read by all jurors, and they might form foregone conclusions from what they read of one side of the case. This was a magisterial enquiry, preliminary to the trial of the case in a higher Court, which his Worship could order to be heard with closed doors.

The Reporter of the *China Mail* replied that he would convey his Worship's message to the conductors of the paper.

The Magistrate said he had the power to exclude the public from being present.

The Representative of the *Daily Press* said that on behalf of that paper he would consent not to publish the case.

His Worship said he presumed the Reporter of the *China Mail* would do the same. The Reporter of the *China Mail* replied that he could not take upon himself the responsibility of consenting on behalf of the paper he represented, and although he had no doubt that the Editor would withhold the case at his Worship's request, still he did not feel justified in taking upon himself the responsibility of consenting; he would rather leave that responsibility in some other hands.

The Magistrate then said he must hold this enquiry with closed doors.

The Reporter of the *China Mail* said that

would only refer to what would take place in future; what had taken place to-day was public and was already taken down.

The Magistrate said he would have no objection to a general notice of the case, but the evidence so far as it had come out should not be published.

The Reporter replied that he could not say on behalf of the paper that the case would not be published; he would not take that responsibility.

The Magistrate: Then I must ask you to retire; you can, however, stop as a spectator, but nothing must be reported.

Our Reporter then retired, and at this stage the case was adjourned owing to Mrs Morton being too weak to continue with her evidence. The case was remanded till to-morrow.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before the Chief Justice Sir JOHN SMALL.)

19th October, 1877.

Regina v. Kwong Ahn and another.

LARCENY AND RECEIVING.

The Criminal Sessions were continued to-day. The Attorney General, the Hon. G. Phillips, instructed by the Acting Crown Solicitor, Mr Johnson, prosecuted.

The following Jury was empanelled:—Messrs J. MacCallum, C. F. Grossmann, Wm. Manson, W. L. Scott, C. P. Denekke, F. S. Botelho, and H. W. M. Schultz.

Mr Wm. C. E. Von Pustau was also called, but he asked to be excused on the ground that his father was leaving the Colony, that a member of the Jury (Mr Denekke) was already on the Jury (Mr Denekke) and that another (Mr Blum) would have to be on the Coroner's Jury this afternoon.

His Lordship said he had nothing to do with the Coroner's Jury, but the rule he made here was that no more than one member of a firm should be required to sit on a Jury at any one time, and he would therefore excuse Mr Pustau, but he must understand that he would have to serve on Monday, when the Court would probably be in two divisions, and two Juries would then be required.

Kwong Ahn and Mak Ahn were respectively indicted for stealing and receiving, \$3, three teals of silver, and 4,500 copper mils from Chai Afan on the night of the 18th September last from a butcher's stall in the Central Market. The prisoners pleaded not guilty.

The Jury without leaving the Court found both prisoners guilty, the first with stealing and the second with receiving. His Lordship in passing sentence said, that he hardly knew how to deal with the case; if he did not deal severely with it, such cases would be of frequent occurrence; in order therefore to make an example, more than any personal good he expected to result from his personal punishment, he would sentence the first prisoner to three years' penal servitude, and the second, who was perhaps as bad although the evidence was not so clear, to two years' imprisonment with hard labour.

Regina v. Lam Ah.

ROBBERY WITH VIOLENCE.

Lam Ah, the prisoner in this case, was arraigned for stealing two pairs of ear-rings from the person of one Chan Quai Yun, an inmate of brothel No 38, Graham Street. There were two counts, the first charging him with robbery with violence, and the second with simple larceny from the person.

The Jury found the prisoner guilty on the second count only, and he was sentenced to three years' imprisonment with hard labour.

Regina v. Ling Afat.

LARCENY AND PREVIOUS CONVICTION.

The prisoner was indicted for stealing \$1 from one Yan Afat at British Kowloon. He was found guilty and sentenced to be re-arrested, as there were previous convictions against the prisoner, and the depositions in reference to these cases had not been placed in the hands of the Chief Justice.

Another case was heard in which the prisoner was charged with stealing six silk handkerchiefs. The Jury found him guilty. There was a previous conviction against him to which he pleaded guilty. His Lordship reserved sentence.

The Sessions were then adjourned till Monday, at 10 o'clock.

CORRESPONDENCE.

"HONOUR TO WHOM" &c.

To the Editor of the "CHINA MAIL."

Hongkong, October 19, 1877.

Sir,—The letter from your correspondent signing himself, "Honour to whom honour is due," is of such a nature that the least said is soonest mended. Nevertheless it would perhaps enlighten your correspondent on such matters if he were to peruse the reports of trials, &c., in the home papers, when he will see that it is neither customary or necessary to mention each individual personally who may have designed or erected machinery constructed by a firm in which he is an employee. From my experience the reports simply read, signed by Messrs So & So, when all concerned, if any, is shared equally by all concerned.

Apologising for troubling you and thanking you if you will kindly insert this,

I am, &c.,

AN ENGINEER.

THE PORTER CASE.

(Footnote Herald.)

We observe a letter in the *China Mail* of 27th ultimo, from "a well-informed correspondent" who is of opinion that we are anxious to "shield the faults of the American Consul," and that we bear a strong animosity to Chinese officials. As our contemporary commends the perusal of this letter to "those who hold that fair dealing is the best basis of all foreign intercourse with China," we shall venture to join issue with the writer on one or more points of seemingly vital importance to the argument. First, we will recall the circumstances of Porter's arrest at sea by Chen Taotai, as detailed in our columns on 10th May and 7th June; his landing in broad daylight, in the Foreign Settlement, under a guard of Chinese soldiers; and his subsequent parade through the streets of the Settlement—within stone's throw of the American Consulate—across the Long Bridge, and thence through the streets of the southern suburb to the Yamen of the Foreign Trade Board; his illegal and absolutely unnecessary detention in the custody of Chen Taotai, and his ultimate release at the imperative request of the United States Consul. We will ask whether this procedure was in strict accordance

with treaty and the extra-territorial jurisdiction of the American Consul? and we will then ask what Chen Taotai's idea of "fair dealing," as a basis of intercourse with foreigners must be? Secondly, after Porter's arrest, and subsequent rendition to the United States Consul, the Chinese officials placed every obstacle in the way of his speedy examination, as provided for by American law, and, after the usual amount of shuffling and prevarication, ultimately declined to appear in the United States Court as prosecutors of the accused. Was this, it may also be asked, like "fair dealing" on the part of Chen Taotai? It must be conceded that to have held Porter in custody pending the pleasure of Chen Taotai and his colleagues would have been, though in strict conformity with Chinese theory and practice—a flagrant act of injustice to the accused as well as a direct breach of civilised law;—to all which cogent arguments Mr Chen is no doubt quite insensible. In the absence therefore of any timely prosecution, the United States Consul very properly, we think, proceeded to an examination of Porter, and there being no direct evidence on the part of the Taotai, nor indeed any attempt to substantiate the charges against the accused, the Consul discharged him from custody.

Foreigners who view these questions not from a Chinese platform but on the broad grounds of justice and extra-territorial right, must, we think, allow that Mr Consul De Lano was not free to pursue any other course than that already recorded in these columns. One point more may be dwelt on. The *China Mail's* correspondent, referring to the first investigation before the United States Consul,—"It appeared that, had Porter been prosecuted before a competent and impartial tribunal it is doubtful whether he would not have been convicted, at least of one offence, if not more."

Now, Porter was, we believe, examined by the only tribunal in Foochow, competent to try the case, and if he was not convicted it must be due either to the fact of his innocence, or, as we have already shown, to the fact that the Chinese officials refused to bring any or sufficient evidence against him. We have the most reliable information as to torture having been employed against the Chinese witnesses—a fact admitted by our contemporary's correspondent, who says: "Though I cannot say no torture was ever used, I learn on the best authority that Chen Taotai had never tortured any of the prisoners."

It is immaterial to discuss this point, though we feel quite justified in retaining our original opinion as to Mr Chen's active participation in the so-called "examination" of these prisoners, whether that "examination" took place in the Taotai's Yamen or in the Prefect's. That the conduct of these witnesses in a Foreign Law Court might have been attended with awkward results must be sufficiently clear to everybody but Chen Taotai and his foreign apologists. These witnesses were, however, ultimately produced in the Chinese Court, and cross-examined by Mr Holcombe, and their evidence (under cross-examination) did not, we believe, bear out the statements put forward by the chief of the Foreign Trade Board, but on the contrary went a great way to show that Chen Taotai's action was prompted by a personal animus towards the United States Consul.

DIARY OF THE WAR.

Whether it be the rifle or the command which is at fault, one thing is certain—the case of the Russian army goes from bad to worse. There are war students who set down the failure of the invasion solely to the fact that the Turks are armed with the marvellous Peabody-Martini, which they have imported so largely from America; and others that weakness lies in bad generalship. Rumours imply that the men are much more disaffected with their leaders than with their weapons; and mutterings which sound very like mutiny are passed over in the camp, from the conviction that to attempt to put it down would blow a smouldering fire into flame. There has been much fighting this week, with only one Russian success—the capture of Lofcha, or, as it is called in some despatches, Lovat. Granting that this is an important success on the part of General Skobloff, the hero of the Shipka defence, it adds little to the strength of the Russian position unless followed up. It is this that the main army appears to be wholly incapable of, and the extension of the Russian line only affords the Turkish generals a better opportunity for continuing the course upon which they have entered. Their policy appears to be to keep the Russian forces occupied on all sides, and in this way to place as many men hors de combat as will come up in the reserves for which the Grand Duke is waiting before attempting a large operation.

The principal affair of the week has been an engagement on the Lom, which, being a distinct victory for the Turks, opens a road for Mehmet Ali, the Turkish Commander-in-Chief, to threaten the Russian lines at Biela. He is thus in such close proximity to the Grand Duke's headquarters at Gorny Studeni that they have been suddenly transferred to Bulgarian soil. Osman Pasha has also assailed the issue of the day from Plewna, leaving the issue of the day in losses heavily preponderating on the Russian side. A well-directed assault by these two Turkish generals would jeopardise the Russian line of communication with the Danube; and it is with this object that the Turkish forces strike in a northerly direction. Still it is surprising that Lofcha was not better defended, as the opportunity presents itself for a great battle with Osman Pasha's force. But the Russians seem to have had enough of Plewna, which affords perfect shelter for the Turkish soldiers while they play upon the invaders with their magic rifles.

The secret of the Peabody-Martini rifle is not only the range but the wonderful facility afforded for loading. The Turkish soldiers lie safely behind a foot of rising ground, and can fire each case of cartridges without any perceptible movement. Of course our military authorities are to look out, and have as good opportunities as the Turks of arming regiments with the best weapon; but the authorities profess to be at present undecided as to which that is, and the advice given—"not to be afraid of war"—comes without much weight to an army which knows that it is to encounter a force so armed as to be sure of victory against a force in all other respects its superior.

CRIMINAL LIABILITY OF SHIP.

MASTERS.

That the person in charge of a British ship, by whose neglect a collision occurs, accompanied by loss of life, may be indicted for manslaughter, is a fact which, of course, cannot be disputed, although the cases are

rare in this country where Masters, Mates or Pilots have been given in charge of juries on such an indictment. They do, however, occasionally arise, and, when they do, it is advisable to direct attention to them. At the Glamorganshire Assizes, last week, Samuel Barber, Mate of the *Gresham* steamer, was indicted for manslaughter. The facts were few and simple. On a day in April last the barque *Uster* was being towed down Channel by the tugboat *Adventurer*. The *Gresham* was also going down Channel in charge of the Mate. A pilot boat, containing several persons, was attached to the *Uster*. This boat was run into by the *Gresham*, and two persons were unfortunately drowned. With the manslaughter of one of these Barber was charged. The evidence adduced pointed in the direction of negligence as regards the navigation of the *Gresham*, but the jury were not satisfied that the charge was proved, and acquitted the prisoner. We believe they arrived at a just conclusion, and that the negligence, even if they considered it proved, was not of the criminal nature that should have led to a conviction. Nevertheless, the proceedings must have occasioned much cost and anxiety to the accused; and although he has been acquitted, he has been, we may be quite sure, a severe sufferer. It would, indeed, be well if the Master and Officers of Merchant ships would carefully consider their position before the law, and the great responsibility which attaches to the charge of life and limb of property at sea. At Common Law, if loss of life is occasioned by neglect, the Master may be proceeded for manslaughter. By Statute he is liable for wilful breach of duty, or for neglect of duty, "tending to the immediate loss, destruction, or serious damage of the ship, or tending immediately to endanger the life or limb of any person belonging to or on board her;" and he may be indicted for manslaughter; and he is similarly liable if his ship is in collision with another vessel, and he sails away without rendering assistance, if in his power to do so. These are the criminal liabilities attending neglect of duty by Masters and Officers, and they attach, in some cases, to Seamen and Apprentices. But, apart from these consequences of negligence or misconduct, Masters and Officers may be arraigned before Local Marine Boards and Courts of Inquiry upon their certificates, and may be compromised to the extent of losing their professional character and their means of life. These are considerations which ought to have their proper weight with those to whom the charge of Merchant ships is entrusted. It is, perhaps, because the consequences of neglectful navigation are otherwise so serious to Masters and Officers, that we so seldom hear of prosecutions for manslaughter when lives are lost by stranding or collision. In Scotland, indictments against Masters and Officers for manslaughter, or "culpable homicide," as it is there termed, are more frequently heard of than on this side of the Tweed, and the result on conviction is a very serious one for the accused. We shall probably never hear in this country of a sentence of seven years' penal servitude following a conviction for manslaughter, as in the well-known case of the Mate of the *Orion*, but the sentence which the Judge would consider it his duty to pronounce, when neglect tending to loss of life has been clearly proved, would be no light one. It need not be disguised that the public safety is a paramount consideration, and that the Executive are resolved to protect human life by measures sufficiently stringent to secure that object. The law and those who administer it can make no distinction between persons, whoever they may be or whatever their occupation, by whose neglect human life is sacrificed. No man need fear that he will suffer for a pure accident, however unfortunate the result. It is only when the charge of negligence is proved, that he is made to suffer for his offence, and when the proof is direct and unanswerable it cannot be contended that he should escape.

Quotations.

HONGKONG, October 19, 1877.

OPIMUM.—New Patna, cash, \$4555 credit.

" Old Patna, cash, 630

" New Benares, cash, 620

" Old Benares, cash, None

" New Malwa, cash, 580

" Allowance Teels, 8 a 32

" Old Malwa, cash, 580

" Allowance Teels, 8 a 32

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr F. RAPP in our Firm Ceased from This Day.

F. BLACKHEAD & Co.

Hongkong, October 1, 1877. no1

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAFRAIK & Co.

Hongkong, September 22, 1877.

NOTICE.

FROM This Date Mr EDWARD SHEPPARD and Mr M. W. GREER, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr F. E. ELWELL at Amoy.

RUSSELL & Co.

China, June 1, 1877. del

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 24th Instant, 1877, at 12 o'clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan Kaisha Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 23rd Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.



RUSSELL & Co., Agents.

Hongkong, October 4, 1877. oo24

STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London, via Bombay, and also, Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GEELEONG, Captain FRASER, will leave this on THURSDAY, the 25th October, at Noon.

For further Particulars, apply to A. LIND, Superintendent, Hongkong, October 12, 1877. oo25

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 5th November, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 7th November. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 9, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, October 8, 1877. oo26

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST J. H. ELLIOTT, Ph.D., F.R.S.

Price: Two Dollars and a Half. To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KNEELAND & WATSON, Shanghai.

Hongkong, February 5, 1877.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Mats, on Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARRBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1877.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,

Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$5,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1863.

INSURANCES.

YANGTZE RIVER ASSOCIATION.

CAPITAL—Fully Paid-up—£420,000.

PERMANENT RESERVE FUND—£230,000.

SPECIAL RESERVE FUND—£75,000.

Total Capital and accumulations—£725,000.

tions this date.

Directors:

F. B. FORBES, Esq., Chairman.

M. W. BOYD, Esq., O. KERR, Esq., M. P. EVANS, Esq., O. LUCAS, Esq.

Secretaries:

Messrs. RUSSELL & Co., Shanghai.

London Bankers: Messrs. BARRING BROTHERS & Co.

Agencies in: HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,

Agents.

Hongkong, October 1, 1877.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:

KWOK ACHONG, Merchant.

PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of the Yee On Hong, Merchant.

LEE SING, of Lai Sing Firm, Merchant.

CHENG SING YONG, Merchant.

CHOW CHAN, Merchant.

Manager—HO AMEI.

POLICIES against FIRE granted on BUILDINGS and on GOODS stored therein at CURRENT RATES, subject to DISCOUNT of 20% on the Premium.

OFFICE, 48, Bonham Strand.

Hongkong, August 23, 1877. an23

Intimations.

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

AH YON,

SHIPS' COMPOUND AND STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

KWONG HING CHEUNG & Co.,

COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANTON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAR JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. ma19

To Let.

TO LET.

NOS. 4, and 5, PERDUE TERRACE, ELGIN STREET.

Apply to LANE, CRAWFORD & Co.

Hongkong, July 30, 1877.

AN OFFICE TO LET.

Apply to LANDSTEIN & Co.

Hongkong, September 15, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIDD. "Blancs Villa," Pok-fu-foi, Furnished. House No. 2, Seymour Terrace, Nos. 8 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWAN.

DAVID SARSOON, SONS & Co.

Hongkong, October 13, 1877.

TO LET.

TOP FLOOR of the House now occupied by Mr. A. HARRIS, at Wanchai. Apply to the Premises.

Hongkong, September 11, 1877.

TO LET.

THE Dwelling House and Office No. 1, Diagonal Street, lately in the occupation of Messrs BUTTERFIELD & SWAN. The Dwelling House No. 10, Geugh Street.

Apply to DOUGLAS LAFRAIK & Co.

Hongkong, July 8, 1877.

TO LET.

THE DWELLING HOUSE in CHINESE ROAD, at present in the occupation of H. DU POTRY, Esq. Possession from 1st November next.

Apply to JOHN JACK,

East Point.

Hongkong, September 7, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Albay	5h	F. Ashton	Brit. str.	366	Oct. 17	Douglas Lapraik & Co.	Holbow & Halphong	21st, daylight
Amazona	5h	Mortemard	Brit. str.	2650	Oct. 17	Messageries Maritimes	Shanghai	To-morrow
Camoes	2h	Kwok Aohseng	Brit. str.	95	Oct. 17	14 P. M. S. S. Co.	Ythama & San F. closo	24th, noon
City of Peking	3h	Tanner	Amer. str.	6075	Oct. 17	15 Jardine, Matheson & Co.	Halphong	22nd Inst.
Conquest	5h	Hamlin	Brit. str.	317	Oct. 17	12 Yuen Fat Hong	Bangkok	21st, daylight
Danube	2h	Clanchy	Brit. str.	790	Oct. 17	17 Douglas Lapraik & Co.	Coast Ports	To-day
Douglas	5h	Pittman	Brit. str.	864	Oct. 17	18 A. Mc G. Heaton	Amoy	Tug Plying
Emeralds	5h	Thobaud	Brit. str.	395	Oct. 17	H. K. & W'pon Dock Co.	Shanghai	Sanda's Slip
Fame	5h	Stopand	Brit. str.	117	Oct. 17	19 O. M. S. N. Co.	Shanghai	To-day
Fernow	5h	Bargen	Brit. str.	700	Oct. 17	18 Butterfield & Swire	Shanghai	To-day
Fuyew	4h	Crocod	Brit. str.	920	Oct. 17	16 Jardine, Matheson & Co.	Shanghai	To-day
Glaucus	5h	Jackson	Brit. str.	1647	Oct. 17	10 Russell & Co.	London, &c.	To-day
Glenfinlas	5h	Wilcox	Brit. str.	1870	Oct. 17	13 Wm. Pustau & Co.	Shanghai	To-day
Holyrood	5h	Moreton	Brit. str.	353	Oct. 17	18 Remedios & Co.	Shanghai	To-day
Juan	2h	Levy	Brit. str.	1019	Oct. 17	17 Wm. Pustau & Co.	Shanghai	To-day
Maritima	2h	Manhoz	Span. str.	359	Oct. 17	18 Remedios & Co.	Shanghai	To-day
Paranubuco	5h	Hyde	Brit. str.	643	Oct. 17	17 H. Kier & Co.	Shanghai	To-day
Radnorshire	5h	Thompson	Brit. str.	1281	Oct. 17	18 Insurance Company	Shanghai	To-day
Sea Gull	5h	Roberts	Brit. str.	48	Oct. 17	19 P. & O. S. N. Co.	Shanghai	To-day
Sand	5h	Reyner	Brit. str.	1029	Oct. 17	13 Messageries Maritimes	Shanghai	To-day
Tanais	5h	Marcello	Fch. str.	1735	Oct. 17	17 Slomson & Co.	Shanghai	To-day
Tintern Abbey	5h	Thindale	Brit. str.	736	Oct. 17	13 Butterfield & Swire	Shanghai	To-day
Ulysses	5h	Guard	Brit. str.	1560	Oct. 17	13 Butterfield & Swire	Shanghai	To-day
W. Cores de Vries	5h	Guard	Brit. str.	334	June	4 G. MaBain	Shanghai	To-day
Sailing Vessels.								
Aarhuus	4h	Solling	Dan. sch.	251	Oct. 12	H. Kier & Co.	Shanghai	To-day
Abercrombie	5h	Evans	Brit. sch.	1087	Oct. 12	13 Adamson, Bell & Co.	Shanghai	To-day
Aberlady	4h	Nicol	Brit. bgs.	785	Aug. 24	13 Vogel, Hagedorn & Co.	Shanghai	To-day
Abel Abbot	3h	Chase	Amer. sch.	590	Sept. 24	13 Vogel, Hagedorn & Co.	Shanghai	To-day
Alphington	3h	Cunningham	Brit. bgs.	326	Sept. 24	13 Vogel, Hagedorn & Co.	Shanghai	To-day
Alva	4h	Souza	Port. sch.	631	Aug. 30	13 Vogel, Hagedorn & Co.	Shanghai	To-day